

**RESPONSES TO QUESTIONS
PERTAINING TO THE
I-69 TRAFFIC AND REVENUE CONSULTANT RFP**

RFP No. 06-05

**Indiana Department of Transportation
I-69 Traffic and Revenue Consultant**

1. The RFP indicates that INDOT currently plans to develop some or all of the project using a public private partnership, whereby the public-private partner would be responsible for project finance. In view of this, please clarify how the report (or other products) of the traffic and revenue study would be used?

The traffic and revenue study will generate key information that INDOT, the TPA and the FA will use internally to help determine the value of and financially model the project. In addition, the report and work product of the T&R consultant will be provided to all proposers for their review and use in connection with the I-69 public-private partnership procurement, the development of their proposals and financial plan and the close of finance. INDOT is still in the process of considering to what degree the T&R analysis will include interpretations and conclusions as opposed to data (e.g., data mining). INDOT is also considering to what degree it will allow proposers to rely upon the T&R work product, studies and analyses (as opposed to providing the information to them with little or no representation or warranty). Should INDOT decide it wishes to allow the proposers to rely upon such information, provisions addressing this will be discussed with the selected T&R consultant during contract negotiations and included in the consultant contract.

2. Would the study product be provided to proposers? If so, what limitations on its usage by proposers or others would be established?

See response to question #1.

3. Paragraph 5 on page 5 of 12 references a “tight time frame” for the study. Please provide clarification on the anticipated timeframe for the study?

INDOT’s current plan with respect to the procurement of a private partner is to commence the procurement with an RFQ in late summer/early fall 2006, shortlist in winter 2007, issue the final RFP mid-2007, receive proposals in late 2007 and award, execute a contract and close financing by spring 2008. Depending on the level of T&R analysis ultimately sought from the T&R consultant, the reports, data and analyses will need to fit within this schedule in a manner that is useful to INDOT and the proposers in connection with the procurement and project’s plan of finance, which may include TIFIA

and/or private activity bonds. INDOT intends to seek input from its technical procurement advisors (TPA) and financial advisors (FA) concerning the necessary schedule for T&R work.

In addition to the procurement, the T&R work may be included within the ongoing NEPA analysis. Tier 2 RODs are anticipated on a segment-by-segment basis, with the earliest RODs anticipated in early 2007 and the latest RODs in late 2007. T&R work that is used in connection with the NEPA process will need to fit within those schedules.

4. How does the traffic and revenue report fit into the schedules for both the NEPA process and the proposed 3P procurement?

See response to question #3.

5. The last bullet on page 11 suggests the study might be “brought to an investment grade level”. Under what circumstances might the study be brought to “investment grade?” When would that determination be made, before the work begins or at some later point?

INDOT intends to seek input from its TPA and FA, as well as from shortlisted proposers concerning this question. Accordingly, the initial scope of work may not include taking the study to investment grade (e.g., it may include Level II, plus data mining), but INDOT might reserve the right to have the T&R consultant bring the work to investment grade status under an additional phase of work.

6. In the 6th bullet on page 11, we assume the word “equity” should be “revenue” in the phrase “... daily traffic and annual *equity*...”. Please confirm that this is correct.

Yes, the word should have been “revenue”.

7. Please clarify the intent of the 9th bullet on page 11. Does this imply that the T&RC would be required to provide concept planning or technical reviews of toll operations or technology plans? This would effect specific staffing needs on the team.

No – it is not anticipated at this time that the T&R consultant will be involved in planning and developing the toll operations and technology plans. This means that the T&R consultant may be provided with input as to plans for toll systems, etc. which it will need to take into account in connection with its T&R analysis.

8. The 3rd and 7th bullets on page 11 mention the possibility of managed lanes. Does INDOT currently anticipate only a portion of the lanes on the I-69 route would be tolled as would be the case with managed lanes?

These concepts may be assessed as part of the NEPA analysis. Nothing has been pre-determined in this regard but it is a possibility.

9. Will the selected firm be conflicted from working on other 3P projects in Indiana not related to the I-69 project?

INDOT is in the process of developing its consultant conflict of interest policy which it hopes to have in effect and included as part of the T&R consultant's contract. At this time, if the T&R consultant is only providing T&R services to INDOT in conjunction with the I-69 project, as opposed to procurement advisory services, for instance, it is not anticipated that the T&R consultant will be precluded from working on public-private partnership projects other than I-69 on INDOT's behalf or on behalf of a private partner.

10. It is our understanding that the Tier 1 ROD utilized a single travel demand model for the entire project. Will it be made available to the successful proposer? Has it been updated since the issuance of the Tier 1 ROD?

See answer to Question #11.

Yes, the Tier 1 Study utilized the Indiana Statewide Travel Demand Model, Version 3.0 (ISTDM V3) for analysis purposes for the entire project. This model had a base year of 1998 and a forecast year of 2025.

During the ongoing Tier 2 Studies, an update was made to the ISTDM V3 to incorporate Census 2000 data, updated forecast data for Year 2030, expanded highway network and several technical modeling upgrades. This ISTDM Version 4.0 has a base year of 2000 and a forecast year of 2030.

In addition, a more detailed I-69 Tier 2 Corridor Travel Demand Model has been developed to perform the alternatives analysis necessary for the Tier 2 Studies.

Both of these models have been modified by the Tier 2 Project Management Consultant to perform toll sensitivity and feasibility analysis in association with the Tier 1 Re-evaluation and the Tier 2 Studies.

Each version of the ISTDM V4 and I-69 Tier 2 Corridor Travel Demand Models (both non-toll and toll) will be available to the successful proposer.

11. It is our understanding that the PMC conducted a tolling analysis as part of the NEPA process. Are the results of this study available?

The preliminary tolling analysis has not been finalized and is not available for distribution. It is anticipated that all available material on tolling shall be provided to the T&R consultant once under contract, but shall not be provided in connection with this procurement.

It is critically important that the traffic and revenue studies conducted by the successful T&R consultant are original and do not simply replicate or accept as assumptions any of the preliminary studies performed to-date.

12. Our firm is on a team that has been short listed for the I-69 Technical Procurement Advisor project under RFQ No. 06-03. Does this eliminate us from submitting on 06-05? We may not know if our team has been selected as the Technical Procurement Advisor until after the June 20th submittal date for RFQ No. 06-05.

No, you are eligible to submit for both RFPs.

13. Does the Consultant Conflicts of interest statement on page 1 of 12 mean that the firms awarded this contract cannot pursue future design work on the I-69 corridor?

Yes the T&R consultant will not be eligible to be on a proposer team for the public-private partnership procurement for I-69

14. Does INDOT anticipate contracting for the design work directly or will the design work be done by the Public Private Partnership (PPP) team? If so, would the Conflict of interest statement preclude the successful firm on RFP 06-05 from teaming with a PPP?

A certain level of preliminary design work will be contracted for by INDOT. However, the large bulk of design work will be undertaken by a public-private partner. As to the conflict issue, see response to Question 13.